



**FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS,
BALLOONS, & AIRSHIPS**

BIWEEKLY 2006-26

This electronic copy may be printed and used in lieu of the FAA biweekly paper copy.

U.S. Department of Transportation
Federal Aviation Administration
Regulatory Support Division
Delegation and Airworthiness Programs Branch, AIR-140
P. O. Box 26460
Oklahoma City, OK 73125-0460
FAX 405-954-4104

SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;			
Biweekly 2006-01			
2005-26-10		Engine Components Inc.	Appliance: Engine Cylinder Assemblies
2005-26-11		DG Flugzeugbau GmbH	Sailplane: DG-800B and DG-500MB
2005-26-12	S 2004-08-13	Burkhardt Grob Luft-Und Raumfahrt GmbH & Co Kg	Sailplane: G103 Twin Astir, G103 Twin II, G103A Twin 11 Acro, G103C Twin III Acro, and G 103 Twin III SL
2005-26-13	S 2002-22-11	Turbomeca	Engine: Artouste III B, B1, and D turboshaft
2005-26-14		Burkhardt Grob Luft-Und Raumfahrt GmbH & Co Kg	Sailplane: G103 Twin Astir
2005-26-53	E	Pacific Aerospace Corporation	750XL
Biweekly 2006-02			
2001-08-14R1	R 2001-08-14	Turbomeca S.A.	Engine: Arrius Models 2B, 2B1, and 2F
2005-24-10		American Champion Aircraft Corp.	7ECA, 7GCAA, 7GCBC, 8KCAB, and 8GCBC, 7AC, 7ACA, S7AC, 7BCM, 7CCM, S7CCM, 7DC, S7DC, 7EC, S7EC, 7ECA, 7FC, 7GC, 7GCA, 7GCAA, 7GCB, 7GCB, 7GCBC, 7HC, 7JC, 7KC, 7KCAB, 8KCAB, and 8GCBC
2005-26-53		Pacific Aerospace Corporation Ltd.	750XL
2006-01-05	S 87-12-05	Honeywell International Inc.	Engine: T5309, T5311, T5313B, T5317A, T5317A-1, and T5317B series turboshaft, T53-L-9, T53-L-11, T53-L-13B, T53-L-13BA, T53-L-13B S/SA, T53-L-13B S/SB, T53-L-13B/D, and T53-L-703 series turboshaft
2006-01-11		Cessna	208 and 208B
2006-02-51	E	Raytheon	390
Biweekly 2006-03			
2006-02-08		Turbomeca	Engine: Arriel 1B, 1D, 1D1, and 1S1
2006-02-12		DG Flugzeugbau GmbH and Glaser-Dirks Flugzeugbau GmbH	Sailplane: DG-100, DG-400, DG-500 Elan Series, and DG-500M
2006-02-51	FR	Raytheon	390
Biweekly 2006-04			
2006-02-12	COR	Glaser-Dirks Flugzeugbau GmbH	Sailplane: DG-100, DC-400, DG-500 Elan, and DG-500M
2006-03-08		Aero Advantage	Appliance: Vacuum Pumps
2006-03-17		Polskie Zakłady Lotnicze	PZL M26 01
Biweekly 2006-05			
2006-04-15		Turbomeca	Engine: Turbomeca Artouste III B, Artouste III B1, and Artouste III D turboshaft
Biweekly 2006-06			
2006-01-11 R1	R 2006-01-11	Cessna	208 and 208B
2006-05-05		MT-Propeller Entwicklung GmbH	Propeller: MT, MTV-1, MTV-2, MTV-3, MTV-5, MTV-6, MTV-7, MTV-9, MTV-10, MTV-11, MTV-12, MTV-14, MTV-15, MTV-17, MTV-18, MTV-20, MTV-21, MTV-22, MTV-24, and MTV-25
2006-06-01		Eurocopter France	Rotorcraft: EC 155B and B1
2006-06-02		Eurocopter France	Rotorcraft: SA-365N, SA365N1, AS-365N2, and SA-366G1
2006-06-06	S 2005-07-01	Cessna	208 and 208B
2006-06-51	E	General Electric	Engine: CT7-8A

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Biweekly 2006-07			
2005-13-09	COR	GROB-WERKE	G120A
2006-06-16		Lycoming Engines	Engine: AEIO-360-A1B6, AEIO-360-A1E6, IO-360-A1B6, IO-360-A1B6D, IO-360-A3B6, IO-360-A3B6D, IO-360-C1C6, IO-360-B1G6, IO-360-C1G6, IO-360-C1E6, LO-360-A1G6D, LO-360-A1H6, O-360-A1F6, O-360-A1F6D, O-360-A1G6D, O-360-A1H6, O-360-E1A6D, O-360-F1A6, IO-360-C1D6, LIO-360-C1E6, LO-360-E1A6d, LIO-360-C1D6
2006-06-17		Turbomeca	Engine: Arriel 1B, 1D, and 1D1 certain turboshaft
2006-07-06		Cirrus Design Corporation	SR20, SR22
Biweekly 2006-08			
2006-06-06	COR	Cessna	208 and 208B
	S 2005-07-01		
2006-07-15	S 2003-07-01	Thrush Aircraft Inc.	S-2R, S2R-G1, S2R-R1820, S2R-T15, S2R-T34, S2R-G10, S2R-G5, S2R-G6, S2RHG-T65, S2R-R1820, S2R-T34, S2R-T45, S2R-T65, 600 S2D, S-2R, S2R-R1340, S2R-R3S, S2R-T11, S2R-G1, S2R-G10, S2R-T34, S2R-G1, S2R-G10, S2R-G6, S2RHG-T34, S2R-T15, S2R-T34, S2R-T45, S-2R
2006-07-20		Turbomeca	Engine: Makila 1 A2 turboshaft
2006-08-01	S 97-24-09	BURKHART GROB LUFT-UND RAUMFAHRT GMBH & CO. KG	Sailplane: G 103 C Twin III SL
2006-08-06		Eurocopter France	Rotorcraft: SA-360C, SA-365C, SA-365C1, and SA-365C2
Biweekly 2006-09			
2002-11-05-R1	R 2002-11-05	Air Tractor	AT-501
2006-06-51	FR	General Electric	Engine: CT7-8A
2006-07-15	COR	Thrush Aircraft Inc.	S-2R, S2R-G1, S2R-R1820, S2R-T15, S2R-T34, S2R-G10, S2R-G5, S2R-G6, S2RHG-T65, S2R-R1820, S2R-T34, S2R-T45, S2R-T65, 600 S2D, S-2R, S2R-R1340, S2R-R3S, S2R-T11, S2R-G1, S2R-G10, S2R-T34, S2R-G1, S2R-G10, S2R-G6, S2RHG-T34, S2R-T15, S2R-T34, S2R-T45, S-2R
	S 2003-07-01		
2006-08-07		Brantly Helicopter	Rotorcraft: B-2, B-2A, and B-2B
2006-08-08		Air Tractor	AT-400, AT-401, AT-401B, AT-402, AT-402A, and AT-402B
2006-08-09		Air Tractor	AT-802A
2006-08-11		Pilatus	PC-12 and PC-12/45
2006-08-12	S 2001-24-51	MD Helicopters	Rotorcraft: 600N
2006-08-13		Pratt & Whitney Canada	Engine: PW535A
Biweekly 2006-10			
2002-11-05-R1	COR	Air Tractor	AT-501
	R 2002-11-05		
2006-08-08	COR	Air Tractor	AT-400, AT-401, AT-401B, AT-402, AT-402A, and AT-402B
2006-08-09	COR	Air Tractor	AT-802 and AT-802A
2006-09-10		Eurocopter France	Rotorcraft: SA-365 N1, AS-365 N2, N3, SA 366 G1, and EC-155B and B1
Biweekly 2006-11			
2006-01-11 R1	COR	Cessna	208 and 208B
	R 2006-01-11		
2006-06-06	COR	Cessna	208 and 208B
	S 2005-07-01		
2006-10-21		Engine Components Inc.	Appliance: Engine Connecting Rods

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Biweekly 2006-12			
2003-21-09 R1	R 2003-21-09	Eurocopter France	Rotorcraft: AS355E, F, F1, F2, and N
2006-11-14		Sikorsky	Rotorcraft: S-92A
2006-11-16	S 98-22-11	Honeywell International Inc.	Engine: T5311A, T5311B, T5313B, T5317A, T5317A-1, and T5317B series, T53-L-11B, T53-L-11D, T53-L-13B, T53-L-13B/D, and T53-L-703 series turboshaft
2006-11-17		Eurocopter France	Rotorcraft: AS350B, BA, B1, B2, B3, C, D, and D1
2006-11-18		Pacific Aerospace Corporation Ltd.	750XL
2006-11-19		DORNIER LUFTFAHRT GmbH	228-100, 228-101, 228-200, 228-201, 228-202, and 228-212
2006-12-07	S 2005-26-10	Engine Components Inc.	Appliance: Engine Cylinder Assemblies
Biweekly 2006-13			
68-17-03R1	R 68-17-03	Pilatus Aircraft Ltd.	PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2
2006-10-19		Eurocopter France	Rotorcraft: EC130 B4
2006-10-21	COR	Engine Components Inc.	Appliance: Engine Connecting Rods
2006-12-25		General Machine - Diecron, Inc.	Appliance: Actuator Nut Assembly
2006-13-05	S 2005-26-53	Pacific Aerospace Corp. Ltd.	750XL
2006-13-06		Rolls-Royce Corp.	Engine: 250-B17, -B17B, -B17C, -B17D, -B17E, -B17F, -B17F/1, -B17F/2, 250-C18, -C20, -C20B, -C20F, -C20J, -C20R, -C20R/1, -C20R/2, -C20R/4, -C20S, and "C20W series turboprop and turboshaft
2006-13-11	S 2002-21-08	Pilatus Aircraft Ltd.	PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2
2006-13-12	S 98-12-01	Pilatus Aircraft Ltd.	PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2
Biweekly 2006-14			
2006-13-10	S 92-07-05	Raytheon Aircraft Company	See AD
2006-13-14		Bell Helicopter Textron	Rotorcraft: 222, 222B, 222U, 230 and 430
2006-13-15		Mitsubishi Heavy Industries	MU-2B-10, MU-2B-15, MU-2B-20, MU-2B-25, MU-2B-26, MU-2B-26A, MU-2B-30, MU-2B-35, MU-2B-36, MU-2B-36A, MU-2B-40, MU-2B-60
2006-14-03		Honeywell International Inc.	Engine: TPE331-1, -1U, -1UA, -2, -2UA, -3U, -3UW, -3W, -5, -5A, -5AB, -5B, -5U, -6, -6A, -6U, -8, -8A, -9, -9U, -10, -10A, -10AV, -10B, -10G, -10GP, -10GR, -10GT, -10J, -10N, -10P, -10R, -10T, -10U, -10UA, -10UF, -10UG, -10UGR, -10UJ, -10UK, -10UR, -11U, -11UA, -12, -12B, -12JR, -12UA, -12UAR, -12UER, and -12UHR series turboprop and TSE331-3U model turboshaft

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Biweekly 2006-15			
2006-14-08 2006-15-01		Mitsubishi Heavy Industries Twin Commander Aircraft Corporation	MU-2B-26A, MU-2B-36A, MU-2B-40, and MU-2B-60 690, 690A, and 690B
2006-15-02	S 2003-09-01	Pilatus Aircraft Ltd.	PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC- 6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2
2006-15-03	S 2003-13-04	Pilatus Aircraft Ltd.	PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC- 6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2
2006-15-07		Mitsubishi Heavy Industries, LTD.	MU-2B, MU-2B-10, MU-2B-15, MU-2B-20, MU-2B-25, MU-2B-26, MU-2B-26A, MU-2B-30, MU-2B-35, MU-2B-36, MU-2B-36A, MU-2B-40, and MU-2B-60
2006-15-08		Honeywell International Inc.	Engine: TPE331-1, -2, -2UA, -3U, -3UW, -5, -5A, -5AB, -5B, -6, - 6A, -10, -10AV, -10GP, -10GT, -10P, -10R, -10T, -10U, -10UA, - 10UF, -10UG, -10UGR, -10UR, -11U, -12JR, -12UA, -12UAR, and -12UHR turboprop
Biweekly 2006-16			
2004-16-15 R1	R 2004-16-15	Eurocopter France	Rotorcraft: AS-365N2, AS 365 N3, EC 155B, EC155B1, SA- 365N, N1, and SA-366G1
2006-15-14 2006-15-19 2006-16-04	S 2004-24-04	Eurocopter Canada Limited Sikorsky Aircraft Corporation Rolls-Royce Corporation	Rotorcraft: BO 105 LS A-3 Rotorcraft: S-92A Engine: 250-B and 250-C series turboshaft and turboprop
Biweekly 2006-17			
2006-02-08R1 2006-16-13 2006-16-19 2006-16-20 2006-17-01	R 2006-02-08	Turbomeca Pilatus Aircraft Ltd. B-N Group Ltd. DG Flugzeugbau GmbH Mitsubishi Heavy Industries	Engine: Arriel 1B, 1D, 1D1, and 1S1 PC-12 and PC-12/45 BN-2, BN-2A, BN-2B, BN-2T, and BN-2T-4R series Sailplane: DG-1000S MU-2B, MU-2B-10, MU-2B-15, MU-2B-20, MU-2B-25, MU-2B-26, MU-2B-26A, MU-2B-30, MU-2B-35, MU-2B-36, MU-2B-36A, MU-2B-40, and MU-2B-60
2006-17-02 2006-17-03 2006-17-04 2006-17-05	S 84-09-05	Grob-Werke Stemme GmbH & Co. KG Cessna Mitsubishi Heavy Industries	Sailplane: G102 ASTIR CS Sailplane: S10, S10-V, and S10-VT 172R, 172S, 182T, T182T, 206H, and T206H MU-2B, MU-2B-10, MU-2B-15, MU-2B-20, MU-2B-25, MU-2B-26, MU-2B-26A, MU-2B-30, MU-2B-35, MU-2B-36, MU-2B-36A, MU-2B-40, and MU-2B-60
2006-17-51	E	Agusta S.p.A.	Rotorcraft: AB139
Biweekly 2006-18			
2006-16-13 2006-16-18	COR	Pilatus Aircraft Ltd Sandel Avionics Incorporated	PC-12 and PC-12/45 Appliance: Terrain awareness warning system/radio magnetic indicator (TAWS/RMI) units
2006-17-51 2006-18-01 2006-18-51	FR S 2004-23-15 E	Agusta S.p.A. MD Helicopters, Inc. Raytheon	Rotorcraft: AB139 Rotorcraft: MD900 1900, 1900C, and 1900D
Biweekly 2006-19			
2006-18-15 2006-18-16 2006-18-51 2006-19-01 2006-19-05	FR	Hartzell Propeller Inc. Raytheon Raytheon Eurocopter France See AD	Propeller: ()HC-()2Y()-() series 390 1900, 1900C (C-12J), 1900D Rotorcraft: AS350B, B1, B2, B3, BA, D, and AS355E Rotorcraft: HH-1K, TH-1F, TH-1L, UH-1A, UH-1B, UH-1E, UH- 1F, UH-1H, UH-1L, UH-1P, and SW204, SW204HP, SW205, and SW205A-1

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Biweekly 2006-20			
2006-19-08	S 2005-17-19	Stemme GmbH & Co. KG	Sailplane: S10-VT
2006-19-09		Raytheon	B300
2006-19-10		Cirrus Design Corporation	SR20 and SR22
2006-19-11		Gippsland Aeronautics Pty. Ltd.	GA8
2006-20-07		Rolls-Royce	Engine: 250-C30, -C30G, -C30G/2, -C30M, -C30P, -C30R, -C30R/1, -C30R/3, -C30R/3M, -C30S, -C30U, -C40B, -C47B, and -C47M turboshaft
2006-20-09		Lycoming Engines	Engine: (L)O-360, (L)IO-360, AEIO-360, O-540, IO-540, AEIO-540, (L)TIO-540, IO-580, and IO-720 series reciprocating
2006-20-10		Air Tractor, Inc.	AT-802 and AT-802A
Biweekly 2006-21			
2006-20-13		Fuji Heavy Industries, Ltd.	FA-200 series
2006-21-03		Cirrus Design Corporation	SR20, SR22
Biweekly 2006-22			
2006-21-10	S 2003-22-13	Turbomeca	Engine: Arriel 2B, 2B1, and 2B1A turboshaft
2006-21-11		Turbomeca	Engine: Turmo IV A and IV C series turboshaft
2006-21-12		AeroSpace Technologies of Australia Pty Ltd	N22B, N22S, and N24A
2006-22-05	S 2003-04-06	Various Aircraft	SEE AD
2006-22-08		Air Tractor, Inc.	AT-602, AT-802, and AT-802A
2006-22-10		Schempp-Hirth GmbH & Co. KG	Sailplane: Mini-Nimbus B and Mini-Nimbus HS-7
2006-22-11	S 2004-21-01	EADS SOCATA	TBM 700
2006-22-12		Hartzell Propeller Inc	Propeller: HC-B5MP-3()/M10282A()+6 and HC-B5MP-3()/M10876() () () five-bladed
Biweekly 2006-23			
2006-23-01		Pilatus Aircraft Ltd	PC-7
2006-23-02		Raytheon Aircraft Company	C90A, B200, B200C, B300, and B300C
2006-23-03		B-N Group Ltd.	BN-2, BN-2A, BN-2B, BN-2T, and BN-2T-4R
2006-23-04		Diamond Aircraft Industries	DA 40
2006-23-08		Societe de Motorisations Aeronautiques	Engine: SMA SR305-230 and SR305-230-1 reciprocating
2006-23-09		Air Tractor Inc.	AT-602
Biweekly 2006-24			
2006-23-14	S 2003-11-09	Air Tractor Inc.	AT-502 and AT-502B, AT-502A, AT-602, AT-802 and AT-802A
2006-23-17		Turbomeca	Engine: Turmo IV A and IV C series turboshaft
Biweekly 2006-25			
2006-23-09	COR	Air Tractor, Inc.	AT-602
2006-24-06		STEMME GMBH & CO. AG	Sailplane: S10-VT
2006-24-07		Hartzell Propeller Inc. and McCauley Propeller Systems	Propeller: See AD
2006-24-09	S 2002-26-05, 2002-11-05 R1	PZL-Bielsko	Glider: SZD-50-3 "Puchacz"
2006-24-10		Air Tractor, Inc.	AT-501, AT-502, AT-502A, AT-502B, and AT-503A, AT-500 series
2006-24-11		Raytheon	1900, 1900C (C-12J), and 1900D

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Biweekly 2006-26

2006-23-02	COR	Raytheon	C90A, B200, B200C, B300, B300C
2006-25-08		Columbia Aircraft Manufacturing	LC41-550FG and LC42-550FG
2006-25-14		SCHEMPP-HIRTH FLUGZEUGBAU GMBH	Glider: Duo Discus T
2006-26-02		Stemme GmbH & Co. KG	Glider: S10, S10-V, S10-VT
2006-26-51	E	Eurocopter Deutschland GmbH	MBB-BK 117 C-2



CORRECTION: [*Federal Register: December 21, 2006 (Volume 71, Number 245); Page 76575;*
www.access.gpo.gov/su_docs/aces/aces140.html]

2006-23-02 Raytheon Aircraft Company (Formerly Beech): Amendment 39-14814; Docket No. FAA-2006-25157; Directorate Identifier 2006-CE-34-AD.

Effective Date

- (a) This AD becomes effective on December 13, 2006.

Affected ADs

- (b) None.

Applicability

(c) This AD affects the following airplane models and serial numbers that are certificated in any category:

Model	Serial Numbers
C90A	LJ-1697 through LJ-1726, LJ-1728, LJ-1729, and LJ-1731 through LJ-1739
B200	BB-1827 through BB-1912
B200C	BL-148 and BL-149
B300	FL-379 through FL-423, FL-426, FL-428 through FL-450, and FL-452
B300C	FM-11

Unsafe Condition

(d) This AD results from a report of inspections of several affected airplanes with improperly assembled or damaged flight controls. We are issuing this AD to detect and correct improperly assembled or damaged flight controls, which could result in an unsafe condition by reducing capabilities of the flight control and lead to loss of control of the airplanes.

Compliance

- (e) To address this problem, you must do the following, unless already done:

Actions	Compliance	Procedures
(1) Inspect the entire flight control system for improper assembly and any damage.	At whichever of the following occurs first: (i) Within 100 hours time-in-service after December 13, 2006 (the effective date of this AD); or (ii) At the next annual inspection that occurs at least 30 days after December 13, 2006 (the effective date of this AD).	Follow Raytheon Aircraft Company Mandatory Service Bulletin Number SB 27-3761, Issued: February 2006.
(2) If you find any improperly assembled or damaged flight controls as a result of the inspection required by paragraph (e)(1) of this AD, take corrective action as specified in the service information.	Before further flight after the inspection required by paragraph (e)(1) of this AD.	Follow Raytheon Aircraft Company Mandatory Service Bulletin Number SB 27-3761, Issued: February 2006.

Alternative Methods of Compliance (AMOCs)

(f) The Manager, Wichita Aircraft Certification Office (ACO), FAA, ATTN: Chris B. Morgan, Aerospace Engineer, FAA, Wichita ACO, 1801 Airport Road, Wichita, Kansas 67209; telephone: (316) 946-4154; facsimile: (316) 946-4107, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Material Incorporated by Reference

(g) You must use Raytheon Aircraft Company Mandatory Service Bulletin Number SB 27-3761, Issued: February 2006, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Raytheon Aircraft Company, P.O. Box 85, Wichita, Kansas 67201-0085; telephone: (800) 429-5372 or (316) 676-3140.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Kansas City, Missouri, on October 27, 2006.

James E. Jackson,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. E6-18727 Filed 11-7-06; 8:45 am]



2006-25-08 Columbia Aircraft Manufacturing (Previously the Lancair Company): Amendment 39-14948; Docket No. FAA-2006-26400; Directorate Identifier 2006-CE-71-AD.

Effective Date

- (a) This AD becomes effective on December 21, 2006.

Affected ADs

- (b) None.

Applicability

(c) This AD applies to Models LC41-550FG and LC42-550FG airplanes, all serial numbers equipped with Kelly Aerospace Thermal Systems Supplemental Type Certificate (STC) SA02260CH, that are certificated in any category.

Unsafe Condition

(d) This AD results from problems with the installation of the Kelly Aerospace Thermawing Deice System (also known as E-Vade) following STC SA02260CH. We are issuing this AD to prevent a short circuit condition at the deice heater connector, which could result in damage to the wings and horizontal stabilizer. This damage could lead to reduced structural integrity of the airplane.

Compliance

- (e) To address this problem, you must do the following, unless already done:

Actions	Compliance	Procedures
(1) Deactivate the Kelly Aerospace Thermal Systems Thermawing Deice System installed following STC SA02260CH.	Before further flight after December 21, 2006 (the effective date of this AD).	Follow Kelly Aerospace Thermal Systems Service Letter Bulletin No. SL-06-001, Issue Date: November 15, 2006.
(2) Fabricate a placard that incorporates the following words (using at least ¼-inch black letter on a white background) and install this placard in clear view of the pilot. "DEICE SYSTEM INOPERABLE."	Before further flight after December 21, 2006 (the effective date of this AD).	The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may fabricate and install the placard. Make an entry into the aircraft records showing compliance with these portions of the AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

Alternative Methods of Compliance (AMOCs)

(f) The Manager, Chicago Aircraft Certification Office, FAA, ATTN: Roy Boffo, Aerospace Engineer, 2300 E. Devon Avenue, Room 107, Des Plaines, IL 60018; telephone: (847) 294-7564; fax: (847) 294-7834, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

Material Incorporated by Reference

(g) You must use Kelly Aerospace Thermal Systems Service Letter Bulletin No. SL-06-001, Issue Date: November 15, 2006, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Kelly Aerospace Thermal Systems, 1625 Lost Nation Road, Willoughby, Ohio 44094; telephone: (440) 951-4744; fax: (440) 951-4725.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

Issued in Kansas City, Missouri, on November 29, 2006.

John R. Colomy,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E6-20860 Filed 12-8-06; 8:45 am]



2006-25-14 SCHEMPP-HIRTH FLUGZEUGBAU GMBH: Amendment 39-14855; Docket No. FAA-2006-26437; Directorate Identifier 2006-CE-73-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective January 3, 2007.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to Model Duo Discus T gliders, serial numbers 1 through 149, certificated in any category.

Reason

- (d) The mandatory continuing airworthiness information (MCAI) states the aircraft manufacturer has identified a possible failure of the attachment of the propeller blades and that the propeller hub has to be checked and overhauled.

Actions and Compliance

- (e) As of January 3, 2007 (the effective date of this AD), unless already done, do the following actions.

(1) For propellers with less than 15 hours time-in-service (TIS) as of the effective date of this AD:

(i) Prior to the first flight of each day, visually inspect the propeller hub in the area of the five propeller blade roots for cracks using a minimum 10x magnifier. If necessary, clean the hub before checking.

(ii) Prior to further flight after any crack is found or upon accumulating 15 hours TIS, whichever occurs first, remove the propeller hub and return to the propeller manufacturer for inspection and overhaul. Send the propeller hub along with the propeller hours time-in-service (TIS) to Technoflug Leichtflugzeugbau GmbH, Dr. Kurt Steim Strasse 6, D-78713 Schramberg.

(iii) You may remove the propeller hub and return as specified in paragraph (e)(1)(ii) of this AD at any time prior to accumulating 15 hours TIS on the propeller to terminate the inspection requirement of paragraph (e)(1)(i) of this AD.

(2) For propellers with 15 or more hours TIS as of the effective date of this AD: Prior to further flight, remove the propeller hub and return to the propeller manufacturer for inspection and overhaul. Send the propeller hub along with the propeller hours time-in-service (TIS) to Technoflug Leichtflugzeugbau GmbH, Dr. Kurt Steim Strasse 6, D-78713 Schramberg.

(3) For all sailplanes: With the propeller removed, the powered sailplane can temporarily be used in the sailplane configuration. If the engine battery (at the steel frame between the seats) is not removed, a new weight and balance report is not necessary. After the inspection and overhaul of the propeller hub is done, the propeller must be reinstalled.

FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows:

(1) The MCAI did not have a required action if cracks were found during the inspection. This AD requires the propeller hub to be overhauled by the manufacturer before further flight if cracks are found.

(2) The MCAI allowed continued flight over the 15 hour propeller TIS limit (up to the annual inspection) if the propeller TIS was less than 15 hours as of the effective date of this AD. For propellers at or less than 15 hours TIS, the FAA is requiring the propeller hub to be overhauled by the manufacturer upon the accumulation of 15 hours TIS or prior to further flight if cracks are found, whichever occurs first.

(3) The service information allows for the pilot to perform the inspection and the removal and reinstallation of the propeller. By FAA regulation (14 CFR part 43), the pilot is not allowed to do these actions and an appropriately-rated mechanic must perform these actions.

(4) The MCAI incorporates the service information. We have modified the procedures in the service information as stated above and incorporated the procedures into this AD. This AD only references the service information.

Other FAA AD Provisions

(f) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Staff, FAA, ATTN: Gregory Davison Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4130; fax: (816) 329-4090, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(g) Refer to European Aviation Safety Agency (EASA) AD No.: 2006-0294-E, dated September 25, 2006, and Schempp-Hirth Flugzeugbau GmbH Technical Note No. 890-8/868-11, dated September 22, 2006, for related information.

Material Incorporated by Reference

(h) None.

Issued in Kansas City, Missouri on December 7, 2006.

John R. Colomy,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. E6-21212 Filed 12-13-06; 8:45 am]



2006-26-02 Stemme GmbH & Co. KG: Amendment 39-14860; Docket No. FAA-2006-26557; Directorate Identifier 2006-CE-85-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective January 10, 2007.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to the following model and serial number gliders, certificated in any category.

Models	Serial Numbers
S10	10-03 through 10-56
S10-V	14-001 through 14-030 and all converted variants 14-003M through 14-056M
S10-VT	11-001 through 11-100

Reason

- (d) The mandatory continuing airworthiness information (MCAI) states:
A leaking brass fuel connection (part no. 10AB-75) was found during maintenance check.

Actions and Compliance

- (e) Prior to further flight as of January 10, 2007 (the effective date of this AD), unless already done, do the following actions.
- (1) Inspect both sides of the connection between the wing and the fuselage to identify any installed brass hose connector having design modification index 01.a.
 - (2) Replace connectors identified as design modification index 01.a with the modified version of connectors having design modification index 02.a.
 - (3) Do the actions required in this AD in accordance with the requirements of Stemme F&D Service Bulletin A31-10-077 Am.-Index: 01.a, dated October 6, 2006.

FAA AD Differences

Note: This AD differs from the MCAI and/or service information as follows: No differences.

Other FAA AD Provisions

(f) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Staff, FAA, Small Airplane Directorate, ATTN: Greg Davison, Glider Program Manager, 901 Locust, Room 301, Kansas City, Missouri, 64106; telephone: (816) 329-4130; fax: (816) 329-4090, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

Related Information

(g) Refer to European Aviation Safety Agency (EASA) AD No.: 2006-0310-E, dated October 11, 2006, and Stemme F&D Service Bulletin A31-10-077 Am.-Index: 01.a, dated October 6, 2006, for related information.

Material Incorporated by Reference

(h) You must use Stemme F&D Service Bulletin A31-10-077 Am.-Index: 01.a, dated October 6, 2006, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact STEMME GmbH & Co. KG, Flugplatzstraße F2, Nr. 7, D-15344 Strausberg, Germany; telephone: + 49.33 41/36 12-0; fax: +49.33 41/36 12-30; e-mail: P.Ellwanger@stemme.de.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Kansas City, Missouri on December 14, 2006.

Kim Smith,
Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. E6-21749 Filed 12-20-06; 8:45 am]

EMERGENCY AIRWORTHINESS DIRECTIVE



Aircraft Certification Service
Washington, DC

U.S. Department
of Transportation
**Federal Aviation
Administration**

www.faa.gov/aircraft/safety/alerts/

DATE: December 22, 2006

AD #: 2006-26-51

Send to all U.S. owners and operators of Eurocopter Deutschland GmbH Model MBB-BK 117 C-2 helicopters.

This Emergency Airworthiness Directive (AD) is prompted by an in-flight incident in which a dynamic weight broke off the tail rotor control lever subsequently leading to considerable vibrations. A visual inspection revealed that the threaded bolt of the control lever had broken off. This condition, if not corrected, could result in separation of the tail rotor control lever dynamic weights (weights) in flight, severe vibration, and subsequent loss of control of the helicopter.

The FAA has reviewed Eurocopter Alert Service Bulletin No. MBB BK 117 C-2-64A-002, dated December 21, 2006 (ASB), which describes procedures for initial and recurrent visual inspections of the tail rotor control lever. The ASB specifies inspecting the area around the split pin bore for score marks, notching, scratching, or a crack.

The Luftfahrt-Bundesamt (LBA) has issued an Emergency AD in accordance with Article 10.1 of European Union Regulation 1592/2002. The LBA, the airworthiness authority for the Federal Republic of Germany, notified the FAA that an unsafe condition may exist on these helicopter models. The LBA advises of an in-flight incident in which a dynamic weight broke off the tail rotor control lever resulting in considerable vibrations. The LBA advises that this can lead to reduced controllability of the helicopter. The LBA classified the ASB as mandatory and issued AD No. D-2006-428, dated December 22, 2006.

This helicopter model is manufactured in the Federal Republic of Germany and is type certificated for operation in the United States under the provisions of 14 CFR 21.29 and the applicable bilateral agreement. The FAA has examined the findings of the LBA, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

This unsafe condition is likely to exist or develop on other helicopters of the same type design. Therefore, this AD requires the following:

- Before further flight, mark the position of the weights, remove the split pins, remove the weights, and visually inspect the tail rotor control lever in the area around the split pin bore for score marks, notching, scratching, or a crack.
- If you find score marks, notching, or scratches, that exceed the maintenance manual limits, or find a crack, replace the tail rotor control lever with an airworthy tail rotor control lever before further flight.
- If you do not find score marks, notching, scratches, or a crack, within 10 hours time-in-service (TIS), and thereafter at intervals not to exceed 25 hours TIS, repeat the visual inspection of the tail rotor control lever.
- After any repetitive inspection, if you find score marks, notching, or scratches, that exceed the maintenance manual limits or find a crack, replace the tail rotor control lever with an airworthy tail rotor control lever before further flight.
- Reassemble the tail rotor control lever by following the appropriate maintenance instruction.

The actions must be accomplished by following specified portions of the ASB described previously.

This rule is issued under 49 U.S.C. Section 44701 pursuant to the authority delegated to me by the Administrator, and is effective immediately upon receipt of this emergency AD.

2006-26-51 EUROCOPTER DEUTSCHLAND GmbH: Directorate Identifier
2006-SW-28-AD.

Applicability: Model MBB-BK 117 C-2 helicopters, serial number (S/N) 9075 and higher, and those helicopters from S/N 9004 up to and including 9074, on which Service Bulletin MBB BK117 C-2-67-006 has been accomplished, with a tail rotor control lever B642M1009103, installed, certificated in any category.

Compliance: Required as indicated, unless accomplished previously.

To prevent separation of the tail rotor control lever dynamic weights (weights) in flight, severe vibration, and subsequent loss of control of the helicopter, accomplish the following:

(a) Before further flight, mark the position of the weights, remove the split pins, remove the weights, and visually inspect the tail rotor control lever in the area around the split pin bore for score marks, notching, scratching, or a crack. Conduct the inspection by following the Accomplishment Instructions, paragraph 3A(1) and Figure 1 of Eurocopter Alert Service Bulletin No. MBB BK117 C-2-64A-002, dated December 21, 2006 (ASB).

(1) If you find score marks, notching, or scratches, that exceed the maintenance manual limits, or find a crack, replace the tail rotor control lever with an airworthy tail rotor control lever before further flight.

(2) If you do not find score marks, notching, scratches, or a crack, within 10 hours time-in-service (TIS), and thereafter at intervals not to exceed 25 hours TIS, repeat the visual inspection of the tail rotor control lever as described in paragraph (a) of this AD.

(3) After any repetitive inspection, if you find score marks, notching, or scratches, that exceed the maintenance manual limits or find a crack, replace the tail rotor control lever with an airworthy tail rotor control lever before further flight.

(4) Reassemble the tail rotor control lever by following the appropriate maintenance instructions and the Accomplishment Instructions, paragraph 3A(4) and Figure 1 of the ASB.

(b) To request an alternative method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Manager, Safety Management Group, FAA, ATTN: Charles Harrison, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Fort Worth, Texas 76193-0110, telephone (817) 222-5128, fax (817) 222-5961, for information about previously approved alternative methods of compliance.

(c) Special flight permits will not be issued.

(d) Copies of the applicable service information may be obtained from American Eurocopter Corporation, 2701 Forum Drive, Grand Prairie, Texas 75053-4005, telephone (972) 641-3460, fax (972) 641-3527.

(e) Emergency AD 2006-26-51, issued December 22, 2006, becomes effective upon receipt.

Note: The subject of this AD is addressed in Luftfahrt-Bundesamt (Federal Republic of Germany) AD D-2006-428, dated December 22, 2006.

FOR FURTHER INFORMATION CONTACT: Charles Harrison, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Safety Management Group, Fort Worth, Texas 76193-0110, telephone (817) 222-5128, fax (817) 222-5961.

Issued in Fort Worth, Texas, on December 22, 2006.